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CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Krasnodar Kray)	REPORT	
SUBJECT	1. Soviet Naval Vessels and Port Installations at Tuapse	DATE DISTR.	26 February 1975 25X1
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. [] reports on Soviet naval vessels and port installations observed at Tuapse [] During the period covered by these reports [] Soviet naval vessels were identified in Tuapse: the training vessel DUNAY [] minesweepers [] patrol boat [] escort ve25X1 [] submarines [] and motor torpedo boats [] The reports also discuss [] petroleum storage, sales, and costs in Tuapse and describe a radar installation at Cape Kodosh.

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25 JUN 1957

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1. Soviet Naval Vessels: A Soviet cruiser, accompanied by one destroyer, was sighted 10 miles off Kodosh Light at 0900 on 23 September. These ships changed course frequently with the destroyer sailing ahead of the cruiser. A twin engine aircraft orbited above the ships. Sketches of the cruiser and destroyer accompany this report.

A Soviet patrol boat, [redacted] was moored in Tuapse on 24 September. Sketch is attached.

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2. Port Departure Examination:

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In addition to the usual harbor control boat which normally follows ships from the port, two other small craft stood by during the examination.

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Comment: [redacted] order and security "were a little disturbed" in the states of Azerbaijan and Georgia. [redacted] the strict control measures were enforced to insure against Soviet citizens being smuggled out of the USSR.

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23-9-1956

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Sunday 1000 Hours

I.

THE CRUISER AND
DESTROYER SIGHTED
10 MILES OFF TUAPSE

II.

2 A.A. Guns

III.

PATROL BOAT
BERTHED IN
TUAPSE

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2. Port Facilities: Four 10,000 ton tankers can load at the Oil Pier at the same time.
3. Petroleum Products: The standard price for fuel oil at Soviet Black Sea ports is \$24.50 per ton. At Tuapse a discount of \$4.50 per ton is made in order to attract more ships for bunkering and thus raise revenue to develop the port. In addition to the above information [redacted] the petroleum export facilities at Batum are restricted to Soviet and Satellite tankers. [redacted] these facilities" are to be transferred to Tuapse.

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Crude petroleum is unavailable at Tuapse.

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SUBJECT : Naval Units in TUAPSE

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ANCHORED BATTLE SHIPS:

The following units were sighted in the harbor during the period from May 1955 till July 1956. These were docked at the large pier (near the old harbor) used as anchorage of navy ships:

a) Five submarines

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All seemed brand new and were equal in
size

No ~~SNORKEL~~ apparatus

was sighted.-

the above submarines

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resembled in parts, towards

the tower, with the M. TYPE, while towards the bow, with the K. CLASS.

The openings of the torpedo tubes could be clearly seen on the sides of the bow. None of these submarines was equipped with a gun.-

The above took turn in leaving the harbor each morning one or two at a time, and returned on the evening of the same day or on the following morning.-

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Before leaving and upon their return, these stayed for $1\frac{1}{2}$ to 2 hours,
tied down to buoy near the large pier.

b) Six (6) torpedo boats

[redacted] were in the harbor at all times during the period from May 1955 till July 1956. None of the above ships was in the harbor during August 1956.-

The above torpedo boats were equipped with 'BIRD' type radars,

[redacted] The 'BIRD' type radars

were missing the horizontal sticks that are in the lower part.-

c) The three-mast training vessel DUNAY was anchored by the large pier during the same period, viz. from May 1955 till July 1956.

The above training vessel was not in the harbor in August 1956.-

[redacted] in the high sea in front of TUAPSE,

a SVERDLOV type cruiser and two destroyers. These battle ships, having the cruiser in the center, were sailing in production line on a course south of Crimea.-

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1. Cape Kodosh Radar Installations: A radar unit, six trucks and some naval personnel were observed on Cape Kodosh on 25 October. The radar was of the "gull" type, the height of a man and the length of seven to eight men. The radar site and the trucks were well camouflaged with shrubs and could only be seen through binoculars. The radar antenna rotated slowly and regularly in the same direction. A signal station at the radar site maintained blinker light communication with a "mobile" signalman at the seaward end of the South Mole in Tuapse Harbor.

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COUNTRY: RUSSIA

SUBJECT: Port of TUAPSE

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I. ORGANIZATION (See attached plan).-

1. Breakwater that is not built but constructed with ~~immovable~~ rocks that have been placed irregularly; its height above the surface of the sea is small.
2. A flashing buoy (a white flash every one second). The ships that are entering the port pass to its left.
3. Quay that is 300 meters long and about 50 meters wide; the depth of the sea near this quay is more than 28 feet. On this quay there were observed 4 cranes of about five tons' capacity each. The two of these (point a) had an arm that could bend and operated with electricity, while the other two had a straight arm and were ~~DIESEL~~-engined. The opening of the base of the above mentioned cranes was about 10 meters, so that a railroad track could pass underneath them.
4. Small pier, inside which small motor-boats of the navy cast anchor. There were observed two motor-boats which are boarded every morning by about ten officers and seamen and then leave the port going towards the direction of the lighthouse No. 18; they return in the evening.

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5. The coast at this area is sandy.
6. Oil pier about 300 meters long, made of gravel and supported by poles also made of gravel. The draught near this pier is about 30 feet. On each side of this pier there are two positions where ships can moor alongside and be supplied with oil.
7. Breakwater inside which the floating means of the port (pilot-ships, tugs etc.) cast anchor.
8. New pier made of gravel and supported by poles also made of gravel; it is about 100 meters long and the draught near it is about 6 meters. Along the entire length of this pier there were observed large blocks of gravel - it was not found out where they had been constructed as well as what they were to be used for.
9. Dock on which there were also ~~WY~~ observed large blocks of gravel. The beach in this area is sloping and covered with slates.
10. Two ship-building ~~grids~~ / (?). There were observed on them - being under construction - two iron ships, each of about 2-3,000 tons.
11. Two other small grids, on which small ships are being repaired or cleaned.
12. Fence (wall).
13. Points of alignment (sic).
14. Road of asphalt leading to the town.
15. Three thin, cylindrical, iron poles. One of them (point e) was about 300 meters high, while the other two were less high, being at least 200 meters high. These poles were supported from their sides by ~~back stays~~ made of ~~wire cable~~, while the area around them was fenced with barbed wire. At the point (f), near these poles, there were 2 small buildings which were connected by cable with the two first poles.

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16. At these positions there were observed two *blast furnaces* that were in continuous operation.
17. In this area there were observed many oil tanks that were painted with paint of aluminum color. There was no fence around them.
18. Stable lighthouse giving out white flashes.
19. Area used by the Navy.
20. At these positions there were observed *mooring buoys*.
- 24 - 25. Between the two bridges there are oil refineries of a large size, which are sending the fuel (liquid) - through pipes - up to the port.

II. SHIPS IN PORT

The following ships were observed in the port:

a) Merchant Ships

21. Freighter of unknown identity, being loaded with 4,260 tons of chromium for PORTUGAL.
 - An old tanker of about 4,000 tons having the bridge at the stern.
 - Another tanker of about 5,000 tons, painted with aluminum and having the bridge at its center.

b) Warships

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22. Three-masted training ship of about 2,500 tons, similar to our ARIS.
 On the right side of the above training ship there were observed six submarines
 [redacted] similar to the EX BRITISH TYPE (sic) and the I VICKERS TYPE (sic). As for their armament, some had a gun at the bow and some at the stern. These submarines left the port daily - alone

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or in couples - for manoeuvres and returned during the evening hours.

All the submarines were taking a course towards the west when leaving the port.

23. Four iron mine-sweepers

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similar to the T.301 CLASS (sic) type, of about 300 tons' displacement and ~~DIESEL~~-engined.

The above mine-sweepers were leaving the port all together every morning and returned during the evening hours.

In addition to the above mentioned warships there were also observed in the port two vessels, each of about 500 tons,

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and flying a green flag. These were made of iron and were of the small and fast sailing vessel type. Another vessel, of about 500 tons, had

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externally - on each side of its bow - a thick piece of iron and had a three-legged mast.

III. FLOATING MEANS

Inside the port there were observed the following floating means:

- A small and old steam-driven tug, of about 200 H.P., at breakwater No.7.
- Three large tugs also being used as ice-breakers.
- A very large and old tug of about 1,000 tons, with two funnels, using coal as fuel and having a crew of 60.

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1. Naval Shore Installations: A grey tower supporting a radar antenna is located on Cape Kodosh.

Yellow and white navy buildings are located along shipyard quay in the Old Port. Approximately 50-60 buoys generally used to indicate mine fields were stored in the open in the eastern section of the port. Eight conical buoys were also stored in this area.

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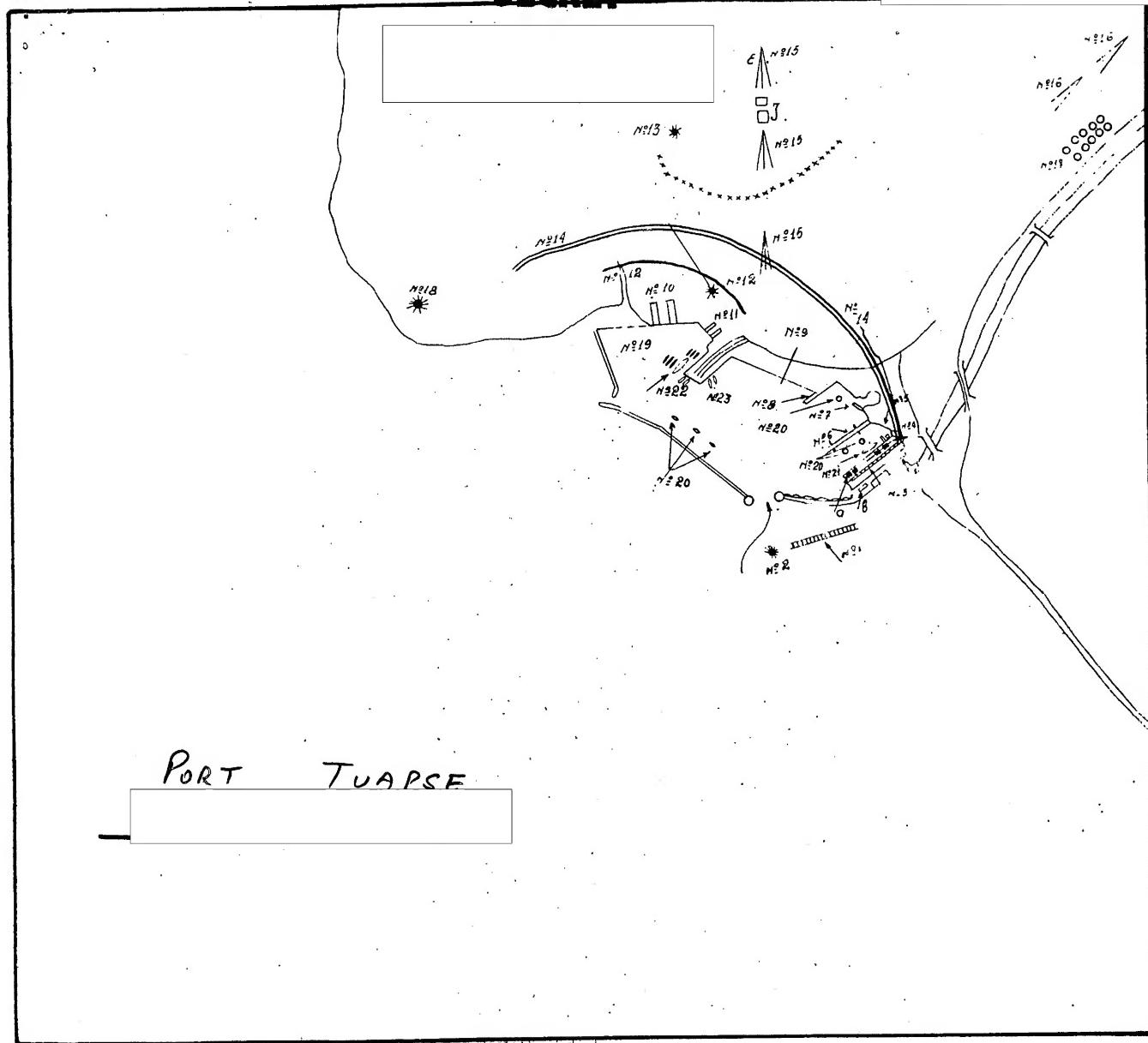
2. Naval Training Vessel: The Soviet training vessel previously berthed in the Old Port was still moored in Tuapse Harbor.
3. Oil Refineries: The oil refineries in Tuapse are located to the north-east of the town on a wooded slope. There are 18 storage tanks, five metal plates in height in this area.
4. Construction and Repair Facilities: New slips have been constructed along the shore between the Paik River and the breakwater at the western entrance to the Old Port.
5. Oil Exports: Oil from Tuapse is exported to [redacted] Yugoslavia. Bunker oil is sold at \$2.50 less per ton at Tuapse than at Novorossisk. The Novorossisk bunker oil is known as "filoto" (fleet) oil. It is better refined than the Tuapse oil and is supplied to the Soviet navy.
6. Merchant Vessels: A Soviet tanker arrived in Tuapse [redacted] this tanker, enroute from Novorossisk to East Germany with a cargo of gasoline, had called at Tuapse for bunkers. It was moored at the Oil Pier.
7. Railroad Bridges: Trains were observed crossing bridges across the Agoi and Nebug Rivers near the coast north-west of Tuapse.

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